MADRAS COURIER.

Volume XXI. WEDNESDAY, 16th. October 1805. Number 1045.

Sheriff's Sale,

VENCATASHA MOODELIAR,

Vers —TERUVARCAUDOO VENCATAKISTNA NAICK and RAWMASAWMY NAICK.

NOTICE is hereby given, that on Wedneſday the 23d instant, will be ſold by Sheriff's Sale, on the Premiſes, between 4 & 6 in the Afternoon, Four ſeveral Houſes and Grounds ſituated in Peddoo Naick's Pettah, No. 24, 28, 37, and 39, Auroomogum Street, Viz.

No. 24, One House & Ground measuring 55 feet by 20
No. 18 One Do. Do. 55 feet by 20
No 37. One Do. Do, 60 feet by 20
No 39 One Do. Do 60 feet by 40.

or thereabouts, being the Property of the above named Defendants, and ſeized by order of the Supreme Court of Judicature.

Conditions of Sale —Ten per Cent to be paid immediately on the amount of each Purchaſe, and the reſidue in 10 days, in default of which the Premiſes to be re-ſold, and the firſt Purchaſer to be held reſponſible for any loſs or deficiency that may ariſe thereon.

JOHN OAKES, SHERIFF.

Madras, 14th. October, 1805.

For Private Sale.

BY ORDER OF

THE TRUSTEES

OF THE LATE FIRM OF

MESSIEURS

Chase, Chinnery, McDouall & Co.

A GARDEN HOUSE, situate near Choultry Plain, contiguous to the cauſeway, with FURNITURE, in the occupation of His Excellency SIR EDWARD PELLEW, *Bart.* and Rented to the Honorable Company, for 150 Pagodas per Menſum --For further particulars apply to the Agent, at his Office in Popham's Broadway.

ED. WATTS,

Agent for the Truſtees.

Madras, 9th. October, 1805.

☞ *The* HOUSE *and* GARDEN *will be Sold by Private Contract, with the privity of the* MORTGAGEES.

For Private Sale.

BY ORDER OF

THE TRUSTEES

OF THE LATE FIRM OF

MESSIEURS

Chase, Chinnery, McDouall & Co.

A HOUSE, situate in the Fort, at the corner of the North Street, near to the Ramparts, and occupied at preſent by the SUDDER ADAWLUT COURT.---For further particulars enquire at the Office of the Agent in Popham's Broadway.

ED. WATTS,

Agent for the Truſtees.

Madras, 9th. October, 1805.

For Private Sale.

BY ORDER OF

THE TRUSTEES

OF THE LATE FIRM OF

MESSIEURS

Chase, Chinnery, McDouall & Co

A GARDEN HOUSE situate on the Banks of the River of St. Thome, known by the name of the *Caſtle*.---For further particulars enquire at the Office of the Agent in Popham's Broadway.

ED. WATTS,

Agent for the Truſtees.

Madras, 9th. October, 1805.

For Private Sale.

B[illegible]EFKE FAURE and Co.

A[illegible] of OLD MADEIRA W[illegible]hly approved of, at Star Pagodas[illegible]

Ditto in [illegible] Pipes LONDON PARTICULAR ditto from the Houſe of Philips, Phipps and Co. at [illegible].

Excel[illegible]ONIAC [illegible]ANDY Pipes at [illegible] Gallon.

Asylum and Road Lottery.

PAYMENT

OF THE

PRIZES,

IN

THE FOURTEENTH

Madras Aſylum

AND

ROAD LOTTERY,

OF THE

FIRST CLASS,

COMMENCED

AT THE

MADRAS BANK,

On TUESDAY laſt, the 15th Inſtant,

AND

will continue daily, from the hours of Ten to One in the Forenoon.

HEEFKE & SON,
AGENTS.

Madras, 16th. October, 1805.

To be Sold

By Public Auction,

BY HEEFKE, FAURE and Co.

AT THEIR AUCTION ROOM,

On FRIDAY, the 18th. Inſtant,

At 11 O'clock.

The following Remainder of

CONDEMNED STORES,

Viz.

PISTOLS—Bayonets—Swords—Hatchets—Boarding Pikes—Bags of Grape Shot—Steel Copper Nails—Arm Cheſts—Screws complete.

AND

Sundry other Stores.

To be Sold,

By Public Auction,

BY HEEFKE FAURE, and Co.

AT THEIR AUCTION ROOM,

On FRIDAY the 18th. Inſtant,

SALE TO COMMENCE,

At 11 o'Clock,

THIRTEEN Dozen of Sodar Water.

A few ſets of Ivory Handle Table Knives and Forks.

A few dozen of Cotton Hoſe.

Sixty dozen of Brown Long Drawers.

Fifty dozen Bleached ditto.

Forty dozen of Gingham Drawers.

A few Bags of Cardamons, &c.

ALSO

THE REMAINDER OF

Plate, Furniture, China and Glaſs-Ware, Advertiſed as per laſt Gazette.

AND

A LARGE COLLECTION OF

B O O K S.

Advertisement.

NOTICE is hereby given to the Creditors of the late Firm of CHASE, CHINNERY, MACDOUALL and Co. of Madras, Merchants and Co-partners, that the DEED of TRUST between the ſaid late Firm, and Meſſrs. JOHN KENWORTHY, JAMES BALFOUR, and THOMAS PARRY, Truſtees on behalf of themſelves, and the other Creditors of the ſaid Firm, who ſhall ſign the ſame, now lies for ſignature at the Office of the Agent for the Truſtees in Popham's Broadway, in the Black Town of Madras, where it will remain for that purpoſe for the period of Six Months for ſuch of the Creditors as are n[illegible]n[illegible], and will be open for Signature [illegible]eriod of F[illegible]teen Months for ſuch [illegible]reditors England or elſewh[illegible]

E. W[illegible]

FOR THE [illegible]

[illegible]h. September, 1805.

To be Sold

By Public Auction,

By HEEFKE, FAURE and Co.

AT THEIR AUCTION-ROOM,

On FRIDAY, the 18th. October,

At Eleven o'Clock,

The Following Plate, Viz.

TABLE, Deſert and Tea Spoons,

Soup Lables—Tea Pots—Salvers,

Table Deſert Forks,

Sugar Vaſes and Second hand White Ivory handled Knives and Forks, &c.

FURNITURE.

A handſome ſet of Mahogany Dining Tables, forming the ſize to ſeat twenty-four covers—a Child's Cot—Two Black-wood Cots, & three pair of Plated Pillar Shades.

At the same time will be sold,

THE REMAINING

B O O K S,

Of the 74th. Regt. Library.

AND

FIVE CHESTS OF THE BOOKS.

At 1 O'Clock.

A handſome Bullock Coach made by Read, with a pair of Bullocks.

A ſerviceable Bay Saddle Horſe.

A good Manilla Horſe, with a neat Bandy, with Moons, and a ſecond-hand Harneſs.

Several Bullocks with & without Carts.

For Private Sale.

BY HEEFKE, FAURE and Co.

THE FOLLOWING ARTICLES,

Being a Consignment just Received.

BOURDEAUX CLARET in CASKS,

Ditto Ditto in Bottles of a very Superior Flavor and Quality.

Real Hollands GIN, in large Caſes,

Ditto Coniac BANDY in Caſks and in Bottles,

Excellent Bourdeaux CLARET of High Flavor, at 40 Pagodas per Caſk,

Freſh Europe BUTTER, in Kegs at 20 Pagodas.

☞ *The above will be sold at very* MODERATE PRICES.

To be Sold,

By Public Auction,

BY JAMES DOBBIN,

AT HIS AUCTION-ROOM,

Tomorrow, THURSDAY, the 17th. Inſtant,

SALE TO COMMENCE,

At 10 o'clock,

ONE Dozen of Satin-Wood Arm Chairs.

Two Couches with Backs.

Two pair of Shade Stands, and one pair Tea Poys to match.

One pair of Black-wood Couches with Backs.

One dozen of Black-wood Arm Chairs.

One pair of Black-wood Shade Stands.

One Sofa and Cover.

One Teak-wood Side Board with Drawers.

One Set of Black-wood Dining Tables.

AND

Sundry Other A[illegible]cles

of

FURNIT[illegible]E,

GLASS W[illegible]

Consisting[illegible]

Globe and Wall [illegible]s,

TUMBLERS, &c.

SUNDRY ARTICLES OF PL[illegible]

AND

A NEAT EIGHT BENGA[illegible]

[illegible]A[illegible]ANKE[illegible]N,

[illegible]LSO

[illegible]RIFLE[illegible],

[illegible] by Knubley,

AND

by Beal.

To be Sold

By Public Auction,

BY JAMES DOBBIN,

AT HIS AUCTION ROOM,

On THURSDAY, the 24th. Inſtant,

SALE TO COMMENCE,

At 10 o'Clock.

AN INVOICE OF

BEDDING,

CLOTHING,

Medicines and

STORES,

FOR THE USE OF HOSPITALS,

As particularized in the laſt Government Gazette.

AND

AN INVOICE OF

OF

MEDICINES,

AS FOLLOWS:

ACET. Diſtillat Gallons 30 lb.—Aloes Socotrina 6 lb.—Argent Nitr. 3 lb. Aq. Ammoniæ 4 lb.—Æther Vitriol cw. aq. 10 lb.—Alum Purif 12 lb.—Ammon pptt. 8lb.—Antimon Tartar 3 lb.—Acid Nitros 4 lb.—Ditto Vitriol, 4 lb.—Ditto Muriatic 2 lb.—Ærugo Æris 2 lb.—Bals: Capiv: 1 lb.—Cremor Tartar Crud. 20 lb.—Cera. Flav. 60 lb.—Creta pptt. 14 lb.—Cerat Lapis Calam 20 lb.—Camphor 8 lb.—Cons. Roſar 10 lb.—Calomel 20 lb.—Conf. Aromati 6 lb.—Corn. Cerv. Calct. 60 lb.—Calx Hydr. Alb 2 lb.—Conf. Opiata 4 lb.—Ceruſs: Aceta 12 lb.—Empl. Cantharid 30 lb.—Ditto Lytharge 30 lb.—Ditto C: 12 lb.—Ditto Cu Risin 20 lb.—Ditto Hydr. 10 lb.—Elaterium 2 oz.—Elect. Senna 10 lb.—Extr. Colocy C: 4 lb.—Ditto Hamatoxyli 20 lb.—Ferr. Rubigo pptt. 4 lb.—Flour Sulph. 10 lb.—Fol. Senna 12 lb.—Gum Arabic 20 lb.—Do. Ammoniac 4 lb.—Do. Aſſafœtida 8 oz.—Do. Myrrh 4 lb.—Do. Guaiac 4 lb.—Hydr. Calcint. pptt. 8 oz.—Do. Murial 8 oz.—Do. Nitr. Rub. 2 lb.—Do. Purif 20 lb.—Kali pptt. 10 lb.—Do. Tartar 10 lb.—Do. Purificat 3 lb.—Liniment Sapon 10 lb.—Lythargyrus 20 lb.—Liq C.C. V. 4 lb.—Magneſia Alb. 5 lb.—Natr. Vitr. 160 lb.—Ditto pptt. 24 lb.—Nitr. Purif 20 lb.—Ol. Terebenth 6 lb.—Do. Recini 20 lb.—Do. Olivar, 40 lb.—Do. Menth P. 1 lb.—Oxymel Scilletic 4 lb.—Opii Purif Molle 12lb.—Pulv. Cort, Perv. 60lb.—Do. Digital 6 oz.—Do. Rhabari 6 lb.—Do. Jālapii 6 lb.—Do. Ipecac 6 lb.—Do. Cantharides 2 lb.—Do. Zinzib 8 lb.—Do. Antimoniales 10 lb.—Pulv. Ipecac Comp. 3 lb.—Pill Hydrargr, 6 lb.—Rad: Gentian 8 lb.—Do. Mezerian 20 lb.—Do. Sarſ parilla 50 lb.—Do. Serpent. Virg. 8 lb.—Do. Scillo pptt. 8 oz.—Refina Flav. 60 lb.—Spirit Ammonia 6 lb.—Do. Vin. Rect, gallons, 18 lb.—Do. Æther Nitros 6 lb. 8 oz.—Do. Vitriolic 12 lb.—Sal. C. C. V. 4 lb.—Sulphur Viv. 60 lb.—Starch 20 lb.—Sapon Vener 6 lb.—Terra Japonica 6 lb.—Tinct Opii Camph. 6 lb.—Do. Senna, 4 lb.—Do. Guaiac Vol. 2 lb.—Do. Scilla 3 lb.—Do. Opii 4 lb.—Do. Digital 4 lb.—Do. Guaiac 4 lb.—Do. Rhabari 4 lb.—Do. Ferr Murial 6 lb.—Terebenth Vener 6 lb.—Ungt. Cera. 20 lb.—Do. Hydrargyr Fortis 20 lb.—Zinc. Vitriolat 2 lb.

For Sale on Commission,

BY JAMES DOBBIN.

TWO Elegant Bengal mad[illegible] PUNKAHS,—each twenty four feet [illegible] [illegible] Gilt Carved Flower [illegible]rs, Hooks [illegible] Gilt Hooks [illegible] Fring[illegible]s Lines, &c.

Two dit[illegible] Gilt Carved Flowe[illegible] and Gilt Hooks [illegible] Braſs Lines, &c.

The above were [illegible] Gen[illegible] wh[illegible]

To JOHN OAKES, Esq.

Sheriff of Madras.

Sir,

We requeſt you will convene a Meeting of the Britiſh Inhabitants of Madras, to conſider of an Addreſs to Marquis Wellesley, on occaſion of his recent departure for Europe.

J. Kenworthy,	G. Taswell,
Hay Macdowall	K. Dalrymple,
G. Buchan	J. Marshall,
A. Campbell,	J. Grant,
C. Smith,	J. Hunter,
J. H. D. Ogilvie,	G. Lys,
W. Linley,	J. R. Coates,
A. Cockburn,	B. Roebuck,
A. Falconar,	G. G. Keble,
J. Baker,	G. Wynox,
A. Anstruther,	J. Brunton,
P. A. Agnew,	E. Trapaud,
G. Arbuthnot,	W. Abbott,
E. C. Greenway,	T. H. Greig,
A. Orr,	R. Dennison,
W. Grant,	E. Wood,
T. Parry,	

In compliance with the above, I requeſt the attendance of the Britiſh Inhabitants of this Settlement, at the Exchange, in Fort St. George, on Monday next, the 7th. inſtant, at two o'clock in the afternoon.

JOHN OAKES, Sheriff.

Madras, 5th. October 1805.

In conſequence of the above notice by the Sheriff, a Meeting of the Britiſh Inhabitants at this Preſidency was held on the 7th. Inſt. for the purpoſe of conſidering of an Addreſs to the Moſt Noble Marquis Wellesley, on occaſion of his recent departure for Europe.

The Meeting having been opened by the Sheriff, Mr. Cecil Smith moved that General Macdowall be requeſted to take the Chair, which was ſeconded by Mr. Wood, and unanimouſly agreed to.

General Macdowall having accordingly taken the Chair, Mr. Marsh addreſſed the Meeting.

He ſaid that the zeal, which it was natural to feel for the names and characters of great men and enlightened ſtateſmen, made him in ſome reſpect unmindful of the imputation of preſumption, in being the firſt mover of a meaſure that would have come, he was well aware, with better effect from men of higher rank than himſelf in the ſettlement. It might ſeem, ſaid Mr. M. that we were ſomewhat late in point of time in offering theſe teſtimonies of reſpect for the talents and merits of the late Governor General of India.

But he knew not whether on that account they would come in a leſs pleaſing ſhape to the eminent perſon, to whom they were addreſſed. They were addreſſed to him at that unſuſpected moment, the retirement of a ſtateſman from power, when dependence or adulation were uſually ſilent—& when the virtues of a public man were acknowledged with ſincerity, and for the moſt part eſtimated with correctneſs. The tribute was then unbribed and genuine—and flowed from a ſincere and unaffected admiration of his character and ſervices.

At this period ſaid Mr. M. when the memory of the noble Lord's adminiſtration muſt be ſtill green & freſh in the minds of all who heard him, he would not run over the whole ſeries of benefits, derived to the Britiſh Empire from his memorable exertions.

The moſt ſtriking feature of that adminiſtration was the preſervation of this part of the Britiſh Empire itſelf. His Lordſhip's wiſdom had rendered the diſcipline and gallantry of our armies effective and ſucceſsful. His mind had marched before the progreſs of our armies. It had anticipated by the calculations of a wiſe & prudent policy the atchievements of our arms. The victory had been gained in the cabinet, before it was obtained in the field.

Theſe were qualities; the qualities by which Empires were upheld; qualities, without which military valour would be an ill-directed and uſeleſs ſtrength. The extirpation of the French Power in this part of the Britiſh Empire was only ſecond in importance to the deliverance of Great Britain herſelf from the aſcendancy of that common foe to the repoſe and civilization of the World.

Mr. M. ſaid he did not ſtand forward as the profeſſed eulogiſt of the noble Lord. It was unneceſſary to praiſe one, whom all admired. A ſophiſt of antiquity was interrupted in a long diſcourſe upon the beauty of Helen by being aſked, whether any one blamed her. Mr. M. here adverted to the unſpotted conſiſtency of the noble Lord's political character. He had begun his career in the Britiſh Parliament, in an union with the greateſt men of the age, and the ſafeſt guides and oracles of political life; Mr. Pitt, Lord Grenville, and Mr. Windham. He had lent his hand with thoſe great men to the deſtruction of the enemies of the Engliſh conſtituaion at home. He had proceeded onward in his career, and had deſtroyed the enemies of the Engliſh greatneſs abroad.

After dwelling on this topic—Mr. M. ſaid he would venture to affirm, that the Noble Lord would be acknowledged by the Eaſt India Company to have been one of it's moſt faithful and meritorious ſervants. That body were never ſlow to reward or acknowledge the merits of their ſervants.

The great events, which the Noble Lord had to encounter, called for great ſacrifices. Œconomy was a diſtributive virtue; a virtue of time, of place, of exigency. That which at one ſeaſon, was profuſion; was at another the moſt rigid frugality. We ought to lift up our minds to the ſize and magnitude of theſe matters: to keep in our view the greatneſs of the benefits, while we were weighing the price at which they were purchaſed. The ſecurity and exiſtence of empires were not within the juriſdiction of a vulgar arithmetic. Mr. M. having adverted to the munificent patronage for the encouragement of literature, which the Marquis had planned and ſupported, reminded the meeting that they were acting with the moſt perfect conſiſtency in following up their recent congratulations to the venerable Marquis Cornwallis, with the preſent add[illegible]ſs to his [illegible]edeceſſ[illegible] ... [illegible]irs, the ſubſtitutio[illegible] w plans did [illegible] he wiſdom or ſo[illegible] of the old [illegible] cies of political aff[illegible] quently cal[illegible] of differe[illegible] ues. This [illegible] v[illegible] The ſame [illegible] means. Each of [illegible] ſame zeal for the Britiſh cha[illegible] Britiſh conſtitution; the [illegible] of the commercial and po[illegible] pany.

Mr. M. concluded a very able and animated ſpeech, by propoſing an addreſs to Marquis Welleſley, on occaſion of his recent departure for Europe, expreſſive of the high ſenſe entertained by the Britiſh Inhabitants of Madras of his merits and ſervices; of their eſteem and reſpect for his character, and exalted talents; and of their gratitude for numerous public benefits conferred and confirmed during the period of his long and eventful Adminiſtration.

Colonel Campbell ſeconded the motion, which having been unanimouſly agreed to, the Chairman moved that a Committee be appointed, with inſtructions to prepare the Addreſs, the motion was ſeconded by Mr. Buchan and agreed to; and the following Gentlemen were appointed a Committee accordingly.

General Macdowall,	Mr. Hurdis,
Mr. Buchan,	Mr. Smith,
Colonel Agnew,	Mr. Wynox,
Mr. Roebuck,	Mr. Keble,
Mr. Baker,	Major Thompson,
Mr. Marsh,	Mr. Parry,
Colonel Campbell,	Mr. J. Oakes,
Mr. Wood,	

The Committee retired, & returned with the draft of an addreſs, which was read and approved.

The following reſolutions were then ſeverally propoſed, duly ſeconded, and unanimouſly agreed to.

Reſolved, that the addreſs, as now read, do ſtand.

That the addreſs be engroſſed, and do lie at the Exchange for Signature.

That the Right Hon. Lord William Bentinck be requeſted to forward the addreſs to the Moſt Noble Marquis Welleſley.

That the Chairman be requeſted to wait on the Right Honorable Lord William Bentinck to obtain his Lordſhip's compliance with the wiſh of the Meeting conveyed in the preceding reſolution, and to aſcertain at what time it will be agreeable to his Lordſhip to receive the Addreſs.

That the thanks of the Meeting be given to the Sheriff. That the thanks of the Meeting be given to the Chairman.

THE COURIER.

WEDNESDAY, 16th. October 1805.

REVENUE APPOINTMENTS.

Mr. Charles Fullerton, Aſſiſtant under the Collector in the Zillah of Rajamundry.

Mr. William Garrow Monk, Aſſiſtant under the principal Collector in Coimbatore.

Mr. John M'Kerrell, Aſſiſtant under the Secretary to Government in the Revenue and Judicial Department.

THE Snow Nancy, Captain Kincade, arrived at Calcutta from Penang on the [illegible] ultimo. She brought accounts of the ſafe arrival at that Iſland, of the Indiamen and Country Ships, from this port, bound to China, accompanied by a part of His Majeſty's Squadron.—The Ship George, laden with Gunpowder, and *recaptured* by the Tremendous, had alſo arrived at the Iſland.

It was the Bellona, French Privateer, that captured, and afterwards ſunk the ſhip Endeavour, Captain Robſon, belonging to Bombay. The Mornington Cruiſer had received the intelligence of the Bellona's arrival off Muſcat, and had ſailed up the Gulph to join his Majeſty's Ship Victor, and the Ternate Cruiſer.

By the late arrivals at Tranquebar, from the Iſle of France, we learn that Captain Flinders, of the Royal Navy, remained in confinement, but, it was ſuppoſed, that he would be removed to a more pleaſant and healthy ſituation, and a greater ſcope of liberty granted to him, than he had hitherto enjoyed—through the intereſt and interpoſition of Captain Bergeret, who had been well received at the Iſle of France, and his conduct much applauded.

The Honorable Company's late Ship Princess Charlotte, was at one time converted into a Man of War, but her guns had been afterwards re-landed.

On the 13th. Inſtant, arrived the Snow Zephyr, Capt. Brown, from Padang, left the 8th. Sept. Passengers, Captain Wahab of the 21st. N. Infantry, and A. Reynolds Eſq.

On Monday arrived the Ketch Jane, Captain Kingsmill, from Vizagapatam;—Passengers, A. G. Blake, & Thomas Wiſsett, Eſqrs. of the Civil Service.

The Ship Packet, Capt. Beckford, arrived on Sunday from Calcutta.

On Thurſday evening the Right Honorable Lady William Bentinck gave a Ball and Supper to [illegible] Settlement, to commemorate the Birth of [illegible] beloved Sovereign, which her Lad[illegible] nce from the Preſidency, on the 4th. [illegible] st, prevented taking place on that [illegible] ment, notwithſtanding the unfavo[illegible] the Weather, was moſt reſpectably [illegible], and the dance kept up with unabate[illegible] city until two o'Clock on Friday mor[illegible]

Madras Gazette.

[illegible]*AY GAZETTE,—2d. October.*

[illegible]y anchored in the harbour a Dow from B[illegible]e, charged with [illegible] packet for Governm[illegible] It [illegible]rs that the qu[illegible] bee[illegible] t to Mr. [illegible] reſpecting th[illegible] Tinent[illegible] Alliance[illegible]

ed that theſe negociations had not yet arrived at that ſtate of maturity to be ſubmitted to the public; when Mr. Fox demanded of the miniſters if the negociations were ſufficiently advanced as to leave any expectation of their ſoon being laid before the public; to which queſtion Mr. Pitt made no reply.

The Diſpatch Cutter had ſpoken with the ſecret expedition on the 1ſt. of May near Liſbon, all well, ſteering towards Gibraltar.

Mr. Hunter who reſided at Madrid, previous to the war, as Engliſh Conſul General, has been nominated his Britannic Majeſty's agent for the exchange of priſoners, and he has been received by the court of Madrid in that quality.

The queſtion of the Catholic Emancipation; had been *negatived*, by a very great majority (240) in the Houſe of Commons.

The lateſt Continental papers that we have had acceſs to, reach down to the 10th. of June.

LITERARY INTELLIGENCE.

We underſtand that under the patronage of Marquis Wellesley, Mr. Gladwin has prepared for the uſe of the College of Fort William, correct editions of the moſt approved works of Sady, Jamy, Cashefy, Azoolfuzl, with notes and verbal indexes in the manner of the Latin Poets, *in uſum Delphini*—and which will be publiſhed as ſpeedily as poſſible, in ſix volumes quarto.

The Goolistan, Perſian and Engliſh, with critical notes and a verbal index, will be publiſhed in December next—300 pages being already printed.

[*Calcutta Gazette.*

BOMBAY COURIER—28th. September.

We are ſorry to learn that the Endeavour, Captain Robſon, of this port, has been taken off Muſcat, by a French Privateer.

On the morning of the 10th. curt. a ſuſpicious veſſel, having twelve ports of a ſide, and full of men, looked into the Cove of Muſcat. She was about to come to an anchor, when, perceiving a ſail, ſhe ſtood towards and took it, about five miles without the Cove. There is little doubt that it is the Endeavour from Buſſorah. The French ſhip and her prize endeavoured all that day to work into the Cove, but did not ſucceed, and next morning they were not ſeen.

The following is an accurate deſcription of the French ſhip. The veſſel is long, very low in the water painted red on the larboard ſide, the ſtreak continued round the ſtern, head projecting, bowſprit ſteeving, fidded royal maſts, very taunt rigged, ſeems to ſail very faſt, and has three white vanes, no pendant.

BIRTHS.

The Honorable Mrs. Strange, of a Daughter.

On Thurſday, Mrs. Polack of a Son.

At Calcutta:—The Ladies of R. C. Plowden and C. R. Crommelin Eſqrs. of Sons,—and the Ladies of S. Davis, and Alexander Davidſon Eſqrs. of Daughters.

At Columbo, the Lady of Sir Edmund Carrington of a Daughter.

MARRIAGES.

Near Agra, on the 6th. September, James Wemyss, Eſq Collector of Agra, to Miss Carolina Binfield.

At Deeg, on the 3d [illegible], Jo[illegible] Surgeon to the Garriſon of Agra, to Miss Amelia St. George Brown, Daughter to Lieut. Colonel G. S. Brown, Commandant of the Town and Fort of Deeg.

DEATHS.

At Calcutta, Charles Rothman, Eſq.

At Lucknow, the Lady of Major Macgrath, who has left a Huſband and Six Children to bemoan her Loſs.

ARRIVALS.—10th. Brig Kelvin Grove, Captain Morriſon, from Coringa,—11th. Brig Supply, Captain Mac Necoll, from Ganjam—Brig Calcutta Captain Felix, from Ganjam.

COLUMBO.—Arrived Ship Eliza, Captain Miller, from Calcutta, with 150 Gun Laſcars, in Charge of Captain Nixon.

POINT DE GALE.—Arrived Ship Sarah, Captain Cransess, from Bengal.

LONDON—21ſt. May.

On the 16th, Mr. Pitt had a long conference with Lord Barham, the new Firſt Lord of the Admiralty—immediately after which orders were ſent off to Portſmouth for the following ſhips of the line, whether at Portſmouth or Plymouth to hold themſelves in readineſs to put to ſea on the ſhorteſt notice. viz. the Elephant, Sanſpareil, Africa and Zeal.

23d, May.—Admiral Cornwallis ſet out for Plymouth on the 20th, where he will embark to reſume the command of the Channel fleet.

The Montague man of war belonging to our ſquadron off Ferrol, is arrived at Plymouth—from her we learn, that the French & Spaniſh fleet at that port—had on the 10th, attempted to get under weigh, and ſtand out, but on perceiving Admiral Calder making the ſignal of recal to ſome of his ſquadron at a diſtance—they immediately wore, and again ſtood into the harbour off Ferrol.

The Admiralty have received diſpatches from Lord Nelſon of a very recent date. The Admiral ſtates, that from the information he had received, the French and Spaniſh fleets were deſtined to act againſt Ireland, and that he ſhould immediately proceed to that coaſt, and ſo diſpoſe his fleet that if the enemy ſhould direct their efforts againſt that country, he would have it in his power to fall in with them and attack them with ſucceſs.

Letters from Dublin a[illegible]ally announce the appearance of Admiral Nelſon's ſquadron on the coaſt of Ireland. It appears that in Ireland they had ſome apprehenſion of an attack from the French, and in conſequence of which, the moſt vigorous meaſur[illegible] of [illegible]fence had been adopted, and that [illegible] reg[illegible]nts which were em[illegible]ked for fore[illegible] had been relanded.

[illegible] May.—[illegible] Admiralty have received [illegible] ches fr[illegible] Channel fleet. On the [illegible] made a movement, as intending to get under weigh. Five ſail actually weighed and made ſail until near Cape St. Mathew, but towards the evening they again ſtood into the harbour. The French fleet is compoſed of twenty two ſhips of the line. Our Squadron conſiſts of ſeventeen ſhips, firſt rates, and have been reinforced by the Neptune, Ruby and Agamemnon.

On the 21ſt, Admiral Collingwood ſailed from Portſmouth with the following ſhips of the line, the Dreadnought, of 98; the Tonnant and the Achilles, of 80; the Illuſtrious, the Minotaur, the Mars, the Repulſe, the Ramillies, the Bellerophon, and Colloſus of 74; the Raiſonable of 94; and ſeveral frigates. Theſe ſhips are victualled for ſeveral months.

On the 18th. a fleet of merchant ſhips from the Mediterranean arrived at Falmouth under convoy of the Avenger frigate. We are informed by this opportunity that General Fox, who commands at Gibraltar had taken every meaſure of precaution againſt the yellow fever. It appeared that the Spaniards intended undertaking the ſiege of that place.

The Squadron under the orders of Admiral Collingwood, whoſe departure from Cawſand-bay we have already announced, is to proceed off Breſt, where he is to receive ſuch orders and inſtructions as Admiral Gardner may think proper to give him. It is ſaid that he will proceed to join Admiral Nelſon's fleet.

The 8th, 24th, and 83d, regiments, with 250 artillery men, embarked laſt week on board of Tranſports at Spithead, where there are at preſent all ready for ſea, ſeventy ſail under the command of Captain Cocket.

The troops are commanded by brigadier Gen. Balfour, and are deſtined to join the expedition preparing at Cork, to be commanded by General Sir Eyre Coote. The ſurgeons, and medicines that have arrived at Cork to be attached to this expedition, are ſaid to be ſufficient for an army of fifteen thouſand men.

Our Squadron off Ferrol is to be reinforced without delay, as it is at preſent much inferior to that of the enemy in that port.

No certain advices have yet been received at the Admiralty of the deſtination of the combined French and Spaniſh fleets. The Emperor Bonaparte was expected to arrive at Paris about the latter end of June.

A letter from Kingſton in Jamaica, mentions, that in conſequence of the intelligence received from the Windward Iſlands, a council of war was held at Spaniſh Town, by his Excellency the Commander in Chief, to deliberate on the neceſſity of proclaiming *martial-law.* The council, however, determined that ſuch a meaſure was then unneceſſary, but recommended that every meaſure of poſſible precaution ſhould [illegible] defence of the Iſland, and particularly, Spaniſh Town, and Kingſton. General orders have been iſſued, that all the regular regiments on the Iſland are to hold themſelves in readineſs to march whenever they may be directed at a moments notice. A detachment of Royal artillery with three officers from Port Royal, with ſix field peices and three Howitzers are to be poſted immediately at the camp at Uppark.

Diſpatches were received this morning at the Admiralty, from Lord Kieth, ſtating that conſiderable movements were obſerved on the coaſt of France, and that the enemy's fleet appeared as if intending to put to ſea.

The Reaſonable ſhip of the line after taking on board ſix months proviſions, ſailed on the 16th. from Plymouth, under ſealed orders.

The Pope, arrived at Rome on the 4th. of May, from France.

Government had received diſpatches, confirming the account of the arrival of Admiral Cochrane at Barbadoes on the 2d. of April with the fleet under his command, conſiſting of the Northumberland, the St. George, Atlas, Veteran, Eagle, the Spartiate, and a frigate; after having received on board a ſupply of water, and ſome troops accuſtomed to the climate, he had made ſail for the French Iſlands in hopes of falling in with the enemy's ſquadron.

In a conference which took place on the 13th. of May, in a committee, of the Houſe of Lords and the Houſe of Commons, on the ſubject of a meſſage demanding that Lord Melville ſhould appear before the Committee charged to examine into the Tenth Report, it was decided on the part of the Peers, "that it was incompatable with the order eſtabliſhed in the upper houſe, and with their manner of proceeding to permit any of its members being called before a committee of the other Houſe."

The Squadron under Admiral Miſſieſſy anchored in the harbour of Rochefort on the 20th. of May from the Weſt Indies.

Admiral Nelſon paſſed the ſtraits of Gibraltar on the night of the 7th. of May with his fleet conſiſting of Eleven ſhips of the line, four frigates, & three brigs, in purſuit of the Toulon Fleet.

On the 26th. of May the Emperor Napoleon, was crowned King of Italy, with extraordinary pomp and magnificence at Milan.

LISBON,—[illegible] May.

On the 9th a ſignal [illegible] Liſbon for an Engliſh convoy; [illegible] following day the firſt part of the fleet [illegible] with the flood tide about 11 o'clock, and the remainder in the following day; the convoy was eſcorted by the

Queen of 98 guns, the ... ‑gon of 80, and the William Lugger of 12 guns. This is the celebrated secret expedition so much talked of; and appears again to have quitted Lisbon, and was seen steering towards Gibraltar.

THE ROCHFORT SQUADRON.

PARIS,—2d, June.

The following article has appeared in the official Journal.—

Real Admiral Missiessy has anchored in our harbour. His Squadron has met with no accidents, and his crews are complete and in high health:—the following is a detail of his operations:—He sailed from Rochfort on the 11th. of January at 1 P. M. and for twelve days had to struggle against strong westerly winds, he arrived at Martinique on the fortieth day. On making the channel of St. Lucie they saw several vessels under the convoy of a frigate, to whom they gave chase, but were obliged to give up the chase for fear of getting too far to leeward. General Lagrange landed at Fort de France on the 20th. of February; from whence they again sailed and arrived at Dominica, on the 22d.

The Governor sent them off a pilot, under a persuasion that no other than an English fleet could be in those seas, at ten o'clock the troops had disembarked, and Gen. Lagrange went on shore with the 1st. bat.; the enemy defended themselves bravely, they made a stand at point St. Michael, but were at length routed, and the town capitulated. The English through some accident had set fire to the town themselves, which was a free port, and one of the r[i]chest in the Antilles—the whole was burnt down, and formed a dreadful scene, and the loss must have been considerable. Gen. Prevost retired into Fort Portsmouth, about 12 leagues from Rouseau.—They might have considered ... masters of this colony, but already learnt that St. Domingo, attacked by the negroes, demanded a prompt reinforcement.—They found it had become impossible for them to fulfil the entire extent of their instructions which were not only to augment the force, and complete the victualling of Martinique & Guadaloupe, to carry provisions and a reinforcement to St. Domingo, but also to preserve the possession of Dominica, by leaving a sufficient establishment, to guard the island from any attack that might be directed against it by the enemy.

The squadron therefore evacuated Dominica on the 28th. Feb. after having destroyed all the enemy's magazines, and all the vessels in their ports, taking between 8 & 900 prisoners, 60 pieces of cannon of different callibres, and all the arms of the Militia.

Gen. Lagrange liberated all those amongst the prisoners that were inhabitants of the country, and levied a contribution on the colony—the troops then re-embarked, and the fleet proceeded to Guadaloupe, where they landed ammunition, arms and provisions for the troops destined for that colony—After which they proceeded to St. Christophers, where after having landed 100 men they took possession of all the artillery, and shipping, and levied a contribution on the inhabitants, they did the same at Nevis and Montserrat—and then returned to Martinique, where having landed all that was necessary to complete the garrison in men, ammunition, arms and provisions, they made sail on the 22d. and on the 27th. they arrived at St. Domingo.

The Negroes had blockaded that place for thirty days, with eight thousand men. General Lagrange immediately disembarked the troops, ammunition of every kind, and all the provisions which he had been able to procure in the Windward islands; to which he added even a part of his own Biscuit, and which having considerably diminished his provisions this determined them on returning to France. Immediately after debarking the troops the Negroes raised the siege. Such has been the result of an expedition which had for its principal object the putting our colonies of Martinique, Guadaloup[e] ... [S]t. Domingo in a state of defence against ... attack of the enemy; committing depre[dati]ons on their commerce, taking upwards ... [hu]ndred sail of shipping, and a more considerable loss, by the destruction of their magazines by the fire at Rouseau.

The Ancient Grand Master of the order of [Mal]ta, M. Le Baron de Hompesch, died at Montpellier, after a long illness.

[LO]NDON,—20th. May.

Between the [Co]urt of Petersburgh and ourselves very important matter is now at issue, and it will soon be known if this disposition cannot be improved into an alliance against the common enemy, and a participation in a Continental campaign.

Extract of a letter from an Officer lately taken prisoner:—"All the line of battle ships and frigates lying in Brest are victualled, stored, m... and fitted up for the conveyance of tr[oops wi]thout preventing them the advantage o[f being e]qual[ly pr]epared for battle. Their holds a... in lieu of stowing three tier of water, ... but one, which is ... upper tier; the ... [lowe]r is stowed wi[th] *provisions*; and i... of the third feet from the lo[we]r [g]un-deck is buil[t a tempo]rary deck, fore [and] aft the ship, which is occupied by *troops*; hammocks are flung two deep, so that a line of battle ship on this temporary deck will alone stow 1000 troops: in all other parts of the ship hammocks are flung two deep; therefore, a 74 guns ship may be said to carry 1500 troops, independent of her complement of men. A proportion of their guns are calculated both for the land and sea service.

The following circumstance is related in the French Papers, as having occurred at Nordkooping, in Sweden:—The Governor of that city gave an entertainment, to which every person of distinction in the place was invited. Among the company there was a Lady of great beauty and accomplishments, but remarkable for her excessive *jealousy* of her husband, who is a Captain of Dragoons. In the course of the evening it was proposed to act a piece, and "*Pyramus and Thisbe*" was chosen. A very charming young lady of sixteen desired to perform the part of THISBE, and that of PYRAMUS was assigned to the Captain, who played with so much ardour as to excite the jealousy of his wife. She watched his every gesture; and in the scene where the lovers determine to elope, the young lady, not recollecting, probably, that in the original story an *envious* wall prevents their embraces, thought that the representation would be much more natural, if PYRAMUS were to receive, without interruption, a few kisses from the impassioned THISBE. PYRAMUS unfortunately appeared to receive, with extreme satisfaction the caresses of his dear THISBE. The married lady immediately snatched a knife, which one of the performers wore as a dagger, and stabbed the unfortunate young woman. She afterwards rushed at her husband, with the intention of stabbing him also: but her design was luckily frustated. She then attempted to stab herself, but the knife was wrested from her, and she was secured. The wound which the young lady received, is luckily not dangerous; the husband the next day applied for a divorce, and the *jealous wife* is, in the interim, rigidly guarded.

According to some private letters from Paris, the Emperor *Napolean* and the Empress *Josephine* were privately married by the *Pope*. They had before been united only by the mere *Civil Contract*, which was used in the time of *Robespierre* and the Directory.

PRINCE OF WALES's ISLAND.

EXTRACTS FROM PAPERS RESPECTING PRINCE OF WALES'S ISLAND, LAID BEFORE THE HOUSE OF COMMONS.

From Lord Melville, 7th. June, 1804. (Enclosed in Lord Melville's Letter to Lord Wellesley, of 4th. July, 1804.)

No. I.—Minute of Mr. Philip Dundas's Conversation with Lord Melville, on the subject of building Ships of War in India.

INDIA-BUILT SHIPS OF WAR.

Much has of late years been said on the durability of ships built of Teak, in comparison with those of Oak, or other timber, and of the possibility of a considerable aid to the Navy being afforded from the British possessions in India either by importing teak-timber into England from thence, or by building ships of war, where practicable, in the ports of that country.

On the greater durability of teak, and of teak built ships, there is but one opinion, not only from the superior quality of that timber, but from its possessing the property of preserving the iron, with which the ships are fastened, from decay for a great number of years.

The expence of freight, on the importation of large ship timber from India to England, almost precludes the possibility of this mode being resorted to advantageously. The readiest means of Britain deriving assistance, in this respect, from its possessions in India, will therefore be found in building there the largest ships which the materials of the country will afford, and sending them to Europe when completed.

For this purpose the harbour of Bombay has the greatest conveniencies of any of the East-India Company's established possessions, as well from its depth of water, as from the best teak-timber being the produce of the country comprehended under the general name of the coast of Malabar, viz. from Surat to Cape Comorin—but there is not at present in the dock-yard there any slip from whence even a 50 gun ship could be launched with safety—therefore, if a ship of this size is required to be built, it must be done in one of the docks, during which, for the time, its accommodation for repairs must be lost, A 64, or perhaps a small 74, may be built in the second dock at Bombay, or a large 74 in the outer one—but this last operation, of course, prevents either of the three docks being used for repairs while the work is going on, they having been originally constructed very inconveniently, as b[eing] one within the other, so that a ship in [the] outer one, necessarily blocks up those und[er rep]air in the other two.

Admitting th... of sufficient dimensions for ... [prep]ared on the Malabar Coa[st] ... [bui]ld on is Butcher's Island ... [O]ld Woman's Island); ... nearly equal, and ... [b]ut both ar... ... f the ea... ... [sa]crifica... defence, particularly the latter, if an establishment of this kind is there to be formed.

The largest ship ever constructed at Bombay is the Company's ship the *Cornwallis*, of about 1,360 tons, which was built on my recommendation, and under my superintendance. She could not with safety be built on the best slip, and was therefore built in the upper dock, which was lengthened on purpose to receive her. She is fuller built than men of war, and consequently draws less water; but, under the apprehension of there not being sufficient water to float her, she was hauled out before quite finished.

My doubts of the supply of large timber being so great and so readily to be brought to use from the Malabar coast, as has been asserted, are much founded on the difficulty and delay that were experienced in procuring the *large timbers* for this ship: if so, it should be recollected in how great a ratio these difficulties may be expected to increase on building at 74, that is a ship from 600 to 800 tons still larger than this.

If native artificers are to be employed, the ship must be nailed with iron spikes (which may be made of the proper lengths, and sent from Europe), as these people can neither bore for nor drive tree-nails; and it would require great perseverance, and the lapse of many years, to prevail on and teach them to adopt new modes of workmanship.

All the heavier iron work, and copper or mixed metal fastenings should be sent from home this being the part of ship building in which the natives of India are most deficient, they not possessing sufficient bodily strength to work iron, without giving it so great a heat as renders it brittle when finished.

The best crooked timber comes from the Mahratta country, between Bombay and Surat, where there are several large rivers by which it is floated from the interior of the country. It of course has, of late years, become more scarce, from the great consumption, and dearer, as further removed from the rivers, and, consequently, incurring the additional charge of land carriage; and I must again repeat, that I doubt much its being found large enough for a 74, because, for many parts of the *Cornwallis*, it was found necessary to send people from Bombay into the country to buy up singly, as they might find them, such pieces of timber as were required for a ship of this size. Timber, the usual produce of the country, is brought to Bombay for sale by the native merchants, where it may be bought, or they will contract to deliver it in any quantity at such periods as it may be wanted.

Straight timber, for beams and planks, is brought from the Malabar coast, but more from the territories of the Rajah of Travancore than from the British possessions. I am confident that two thirds of the supply annually sent to Bombay is laden at Cochin, whither it is brought by the extensive inland navigation with which nature has favoured that country.

The expence of transporting rough timber in boats from thence, and the other rivers on this coast to Bombay, is very heavy, although not easily to be established, and much of it would be saved by having properly instructed artificers to square it into the requisite dimensions on the spot, thereby rendering it more convenient for embarkation; a further improvement in this respect may be obtained by building vessels on a proper construction for the carrying of timber adapted for the transportation of grain, cotton, &c. their usual cargoes. This expence need not be incurred, unless, on further examination, it is found that the forests of this country hold out the prospect of affording a permanent supply of the larger timber for ship-building, which there is a difference of opinion about. For my own part, I have great doubts whether any great quantity of timber, large enough for ships of the line, is to be expected from the Malabar Province, properly so called—and shall be happy to find hereafter, that my opinion has been dictated by my fears on the subject; for I have never yet met with any person who had seen those forests, which have been so much spoken of; and I fear that the consumption has been, of late years (in Hyder's and Tippoo's time, and since,) greater than the means of the country could afford. A very well in[form]ed officer of the engineers, who surveyed a p[art of] the Malabar Provinces, and traversed more of it, in his own person, than any European in the service, assured me, that he had nev[er se]en the forests, although throughout th[e] c..., and particularly near water carriag[e] ... were the remains of large trees form... [do]wn, and of course, some still remai[n at gr]eater distances from the rivers.

To ascertain this, is the first ... [in]dis-pensible measure to be taken, ... [o]nly be done by actual observatio[n on the] spot by men capable of judgi[ng] ... of timber is required for large sh[ips] ... of the practicability of transporting it to ... side from where it grows. For this p[urpose] se-veral professional men should be se[nt to make] ... sure a due survey, as the country is ex... ...d the climate highly unhealthy, ... de... must b[e ex]pected, and, as ... possi-ble ... ld be ... to chance in a m... f this ... ne principa[l] ... ority may be vested where supposed eligible; and the officer having a seat in the Council at Bombay, as a civil servant, would be attended with good consequences. This mode was lately recommended to the attention of the Court of Directors, through the Governor of Bombay, as relating to the head of their own marine establishment; and will be found not less advantageous in the case of the officer to act as Commissioner of the Navy, who ought to be a man of temper likely to conciliate the natives, who otherwise, in spite of every authority, may throw insuperable obstacles in his way.

I am not much informed as to Pegu, where I believe there is a greater supply of timber, for shipbuilding, procurable than any where in the East; but it is under a capricious Government, and therefore an unfit place for an establishment for shipbuilding; a work requiring so much time, Prince of Wales's Island is, however, in its neighbourhood, where ships of any size may be built, as I have been informed, and is a healthy climate even for European artificers. There is also said to be teak, or some other timber fit for ship-building, to be had on the opposite coast hard by.

Bengal has large timber of *some sorts*, but not teak, and I apprehend neither durable nor strong enough for ships of war.

These appear to me the most material considerations in the papers—the remainder are matters of detail, at least chiefly so.

Masts and yards may be had in different parts of India, not so good as in Europe, but tolerable substitutes, as may cordage of coir and hemp, and sail cloth, if encouragement is given to the manufacture,

The country immediately to the southward of Bombay, between that and Goa, produces hemp of a good quality, equal, perhaps, to that material brought from the north of Europe—it is certainly therefore an object worthy of attention to send out people, versed in the management of it through the different stages, from the time it is cut down until manufactured into cordage.

Much of the quality of hemp depends upon the early part of the process when it is first taken from the ground—and there might perhaps be some difficulty in getting permission from the Mahrattas to introduce European workmen into that part of the country abovementioned, from whence the principal supply for Bombay is now brought—but hemp will grow equally well about Surat. Even the present uncultivated and totally unproductive parts of the island of Salsette, in the Company's possession, would produce hemp enough to fit out ships to any number that is likely to be required for the service of India.

There is *not any* want of artificers for ship-building at Bombay, as well as at Surat and Demaun in its neighbourhood. If, however, ships of the line are to be built, I apprehend that it will be found requisite to have some Europeans for the heavier parts of the work, for which the natives of India in general do not possess sufficient strength—and great care will be required in the officers set over the latter, to prevent them from ill treating or interfering in any way with the natives, who are very jealous on the subject of their religious opinions, as well as their other customs—and inattention to which, however trifling to appearance, might tend to disgust, and drive them away entirely from the place.

At any rate, if timber large enough for ships of the line is not to be found in India, some relief of the increasing consumption of oak timber in England is there to found in building the larger frigates of teak, which may be entirely constructed by the native artificers, of whose wrokmanship the *Cornwallis*, which will be in England in all this month, or the next, may be considered as a specimen.

But, above all things, a time of peace is the most proper to build are; in war there constant interruptions by taking the artificers off to do indespensable repairs to the other ships on the station. This was much the case with the *Cornwallis*, as there were men of war in the docks almost the whole of the time she was constructing, notwithstanding which she was put in the water in eleven months from the time her keel was laid.

KNIGHTS of the GARTER.

The Most Noble *Order* of the *Garter* will to-morrow be increased by an introduction of *four* new *Knights*. At the original institution in 1350, the number (with the *Sovereign*) exclusive of the King's Sons, was limited to *twenty-six*. Including our own Princes of the Blood, and the four *Foreign Princes* who have been honoured with the insignia, it amounts to *thirty-three*. But we understand that the Prince of *Orange*, the Duke of *Brunswick*, the Prince of *Hesse Cassel*, and the Prince of *Saxe Gotha*, are to be classed in future as Members of the Order exclusively (with their Royal Relatives the King's Sons) to enable his *Majesty* to augment th... with[out an]y material violation of or[igin]al C...

[T]he ... Government ha... erect a n... t on a scale of ... nificence ... fice is to be ... Tobacco-warehouses or ... cupy fifty acres.

Mr. FOX & HIS EXPECTED WORK.

The queſtion has been mooted, whether the falling in of the rich legacies which are ſuppoſed to be bequeathed to Mr. Fox, by his friends and by ſtrangers, may not have an operation adverſe to his literary activity. It would indeed be a ſad effect of a cauſe which all mankind muſt applaud, if the affirmative of this propoſition could be fairly admitted as the probable reſult. I agree, however, in the preſumption drawn in a late EngliſhPaper, that "*the contrary effect*" is more likely to ariſe, from the augmentation to Mr. Fox's private comforts, of theſe generous marks of admiration, "*ſo honorable,*" as it has been well ſaid, "*to the living and the dead,*" which are ſaid to be deſigned for him. It is not at all probable that its pecuniary produce could have formed much of Mr. Fox's motive to this great undertaking. Granting it to bring more money than any previous work, ſtill there is a known limit to the utmoſt extent of publication; and to Mr. Fox it cannot be ſuppoſed that the mere commercial gain of Authorſhip could be any great object. Higher and nobler animations are more likely to have prompted Mr. Fox to ſtudy.

A man of his great knowledge is well aware that there is no deſcription of fame, not *even his* ſo ſure to be durable as that which is literary.

Of all the eminent men alive, at preſent, Mr. Fox has been, for the longeſt period of time, the greateſt actor upon the public theatre. Though others, ſtill ſurviving, who have governed the affairs of this country (the Marquis of *Lansdowne*, the Duke of *Grafton*, &c.) are twenty-five years older than Mr. Fox, yet certainly no individual has filled an equal ſpace with him, in the public eye, for thirty-five years of conſtant activity (the ſhort interval of the ſhort ſeceſſion excepted). Still, notwithſtanding the vaſtneſs of his reputation, though twice Miniſter of the country, and always engaged in its mightieſt concerns, he is likely to be far, far better known to future ages, by his literary labour, if he executes his purpoſe, than by all his political renown. It is truly remarked by *Hume*, that *Whitlock* (who deſcribed *Milton* only "*as a blind man tranſlating a treaty into Latin*"), though *Whitlock* was an Ambaſſador, and Lord Keeper of the Great Seal, is almoſt unknown to modern times, whilſt "*the blind Tranſlator*" is ſure to ſhine in popular notice as long as the Engliſh language laſts, or the Latin; for *Milton* wrote almoſt equally well in both, proſe as well as verſe. What is the immortality of *Alexander* himſelf, in compariſon to *Homer's?* and who had heard of *Achilles* or *Hector*, if their names had not been conſecrated by the blind, itinerant Father of Poets? There were many brave men Mr. Editor, before *Agamemnon.*

Theſe are truths of which it is probable no man is more appriſed than Mr. Fox; and having, as I underſtand he has, taken pains in hiſtorical reſearch, never exceeded by any writer, like a wiſe man he moves ſlowly, to make his ground ſure. To that rapidity of genius which characterizes ſo many of our cotemporaries, eſpecially the illuſtrious race who dignify the Drama, and delight their more than attic auditory; that accompliſhed Bard, who ſo well illuſtrated the Duke of *Buckingham's* definition of a Dramatiſt—

"But to write Plays! why 'tis a fair pretence
"To judgment, learning, wit, and eloquence.

To this ſort of gallop to glory, Mr. Fox has, I truſt, no pretenſions. He probably imagines that *Horace* is as good a judge as ſome of us, who were not *made*, but *born* Critics; and if his work ſhould lie by him for nine years, that it will be nine times better for the delay. I then, am one of thoſe who think that no increaſe of Mr. Fox's fortune will turn the Hiſtory into oblivion; becauſe the Hiſtory, from ſuch a hand is the moſt certain preſervative of his own fame from the wrecks of the devouring tyrant, Time. I am one of thoſe who think that ſuch a work is more likely to gain than to loſe by the Author's being in no hurry, and looking at what other great men have done in like caſes, I indulge the belief, that even if he were a Miniſter to-morrow, his health and age will ſtill afford him time enough to complete his project. The Hiſtory which will carry the name of *Thucydides* to the lateſt poſterity, was not begun till *Thucydides* had reached his 68th year. *Xenophon* wrote moſt of his Hiſtories at a period ſtill later. *Frederick* the Great, always his own Miniſter, found leiſure, in the midſt of the moſt engroſſed and buſy life of, perhaps, any mortal, to compoſe that Hiſtory which will perpetuate his renown when the Pruſſian Monarchy may be no more than the baſeleſs fabric of a viſion. Should Mr, Fox bring his work down, ſo as to include *the preſent reign*, its hiſtorical value would exceed the power of calculation; becauſe he, beyond all mankind, is in poſſeſſion of thoſe advantages which ſo particularly recommend the Hiſtorians juſt mentioned, namely, being an actor in the very ſcenes which they record.

And now, Sir, though it is an idle, it is a harmleſs anticipation, to gueſs wh[at] Hiſtor[ian] Mr. [Fox is m]oſt likely to ref[er to]. Af[ter] ſome [...] of that ſubject, [...] in [m]y own mind, no doubt that *Xenophon* is the man. The accuracy of mind and majeſtic ſimplicity, which form ſuch ſtriking features in Mr. Fox's character, appear to men to draw him neareſt to *Xenophon*, or, more properly, *Xenophon* to him, of any Hiſtorian, ancient or modern.

As in the paragraph which led my attention to this ſubject, it is ſaid "*never mix party feeling with ſuch conſiderations,*" I have endeavoured to follow ſo liberal an example. Mr. Fox's expected work I contemplate as a national object; which, I truſt, will be honorable to our country, and to the Hiſtorian himſelf. W. A.

CHARACTER of the FRENCH ARMY.

DURING the time of TURENNE and CONDE, war was a ſeries of movements and ſieges; under FREDERICK it aſſumed a more mechanical character; it was then the practice to ſurround and circumvent an enemy, to conquer without a battle, to ſubdue without a blow. The French Revolution, from neceſſity, gave it a new character, and war conſiſted in ſpeedy and deciſive battles, in the occupation of important poſts, and not in the minute detail and manœuvring of a campaign, which is generally made to terminate ſucceſsfully, rather by money than force.

The French army was Officered by men who ſtarted into military characters without education; who knew nothing of the diſcipline of the Schools, or the hereditary tactics; who fought the enemy *after their own manner*, and in a manner ſo evidently improved, that it inſured ſucceſs, and deſervedly ſuperſeded the old ſyſtem.

The ſtubborn indocility of the Auſtrians, who ſtill adhered to their old ſyſtem, was the principal cauſe of their defeats.

MOREAU is known to have practiſed more of the old and regular tactics than *Bonaparte*; this was probably owing to the ſcene upon which he was engaged; but the conſequence was that the victories of *Bonaparte* were always complete and overwhelming, thoſe of *Moreau* were ſeldom more than repulſes.

The great ſuperiority of the French is in adapting their tactics to the genius of whatever country they are engaged in. Whilſt the Archduke Charles beſieged Kehl for ſix months, and loſt the flower of his army before it, Bonaparte overran and ſubdued Italy in leſs time, without waſting time before a town or a fort. By not ſecuring *depots* in an invaded country he was expoſed to famine, and to the hazard of leaving an enemy in his rear; but the impreſſion left by his victories upon their minds, awed them into a kind of ſupineneſs and deſpondency, and made them acquieſce in his predominance, as in ſomething inſuperable and predeſtined.

It was to the ſuperiority of his tactics, and not to the diſcipline of his troops, that he owed his ſucceſs; for the French ſoldiers were raw conſcripts, compared with the veteran Auſtrians but they foiled them by their very novelty; for it is not to be queſtioned if the French ſoldiers, undiſciplined as they were, had fought upon the old ſyſtem of attack and defence, but that the Auſtrians would almoſt have exterminated them.

It is worth remark, that, in the French army, thoſe little minutiæ and *frivolities of diſcipline* which were almoſt primary with the Auſtrians, and which we have borrowed from them, and hold in ſimilar eſtimation, were wholly neglected. A rigid uniformity in the cut of their coat, the poſition of their cap, or tye of their neckcloth, was not the firſt thing inſiſted upon. The French ſoldiers were allowed a great portion of freedom: and though military diſcipline was ſtubbornly maintained, they were puniſhed for breaches of that diſcipline *only*, and not for offences perſonal to themſelves.

To exhibit a ſmartneſs on the parade was not required of thoſe who were active in their duties, and the firſt leſſon which was taught the ſoldier, was to act independently of his rank & file, and to conſider himſelf not exempt from action, becauſe no one was near to give him orders.

A French ſoldier knows the ſcheme of every engagement.—Individual intelligence and activity is his firſt merit; *ſecrecy* is no object in a French Army.

When a French ſoldier reaches his poſt, inſtead of lying lazily on the ground, he pro[ceeds t]o reconnoitre, and from that vanity which is inherent in his character, reſolves to know what is going forward, what are the expectations of victory or repulſe, the meaſure of hi[s dan]ger, and his chance of ſurmounting it. Th[e ...] the expected battle occupies his th[oughts an]d forms *the goſſip of the camp*; his mi[nd keeps] him active in his duty, which is re[ndered m]ore perfect by his intelligence.—W[hatever reſ]ult he forms, it has no tendency to [diminiſh his c]ourage, for however free his ſpec[ulations, his] *obedience is unalterable.*—If they [...] they have the incalculable advant[age of kn]owing their ground, and thus it oft[en happe]ns that the foldiers, even when they h[ave loſt] their officers, conduct themſelves not onl[y with] bravery, but with great military k[nowled]ge.

ORDNANCE OFFICE,—7th. March.

Royal Regiment of Artillery—Second Lieut. Henry Blachley to be Firſt Lieut. vice H. Meggs, reſigned.

Second Captain George Crawford to be Captain.

Firſt Lieut. David Storey, to be Second Captain, vice Crawford.

Second Lieut. James A. Chalmer to be Firſt Lieut vice Storey.

Corps of Royal Engineers—R. Thomſon, gent. to be Second Lieutenant.

WAR-OFFICE,—9th. March.

19*th. Regiment of Light Dragoons*—Lieut. Col. R. R Gilleſpie, from the 20th. Light Dragoons, to be Lieut Col. vice Sir Robert Wilſon, who exchanges.

20*th.* Ditto, Lieut. Col Sir R. T. Wilſon, Knt. from the 19th. Light Dragoons, to be Lieut. Col. vice Gelleſpie, who exchanges.

61*ſt. Regiment of Foot*—Brevet Lieut. Col J. Stratford Saunders to be Lieut. Col. without purchaſe.

WAR-OFFICE,—16th. March 1805.

58th. *Foot*—Edward Fitzgerald, gent. to be Enſign, by purchaſe, vice Hobſon, promoted.

62d. ditto—Captain Albert D'Alten, from the 2d. Garriſon Battalion, to be captain of a company.

63d. ditto—Major Thomas Bligh St. George, from the 90th. foot, to be Lieutenant-colonel, by purchaſe.

Lieutenant James W. Fairtlough to be captain of a company, by purchaſe, vice Atkinſon, who retires.

Robert Edie, Eſq. to be paymaſter of the 2d. Bat.

64th. ditto—Captain John Jameſon, from the 1ſt Weſt India Regt. to be captain of a company, vice Pering deceaſed.

67th. ditto—David Foulis, gent. to be Enſign, by purchaſe, vice, M'Mahon, appointed to the 8th. Light Dragoons.

William Bolton, gent. to be Enſign, without purchaſe, vice Mainwaring, promoted.

70th. ditto—Captain Caleb T. Wood, from the 4th Weſt India Regt. to be captain of a company, vice Boate, deceaſed.

C. Hawkins, gent. to be Enſign, by purchaſe, vice J. Nicholls, promoted.

75th. ditto—Harry Elderton, Eſq. to be Paymaſter.

79th ditto—Lieut. William Imlach to be captain of a company, without purchaſe, vice Bertram, promoted in the 130th. foot.

Enſign John Sinclair to be Lieutenant, vice Imlach.

Ewen Cameron, gent. to be Enſign, vice Sinclair

81ſt. ditto—Alexander Gardiner, gent to be Enſign, by purchaſe, vice Jones, promoted in the 4th. foot.

82d ditto—John Birch, gent. to be Enſign, without purchaſe, vice Cullimore, promoted in the 99th. foot

86th. Foot—Lieutenant James A. Burke, to be captain of a company, without purchaſe, vice M'Konachie

88th ditto—Captain Mordaunt M. Poyntz, from the 3d. Garriſon Bat. to be captain of a company, without purchaſe.

Enſign Henry Curtis Hale to be Lieut. by purchaſe, vice Llewellyn, promoted in the 28th. foot.

89th ditto—Richard French, gent. to be Enſign, by purchaſe, vice Browne, promoted.

93d. ditto—Enſign William Johnſton, from the 26th. foot, to be Lieutenant, by purchaſe, vice Hitchins, promoted.

ORDNANCE-OFFICE, March 18.

Corps of Royal Engineers.—Lieutenant General A. Mercer, to be Colonel-commandant.

Lieutenant-colonel Fiſher, to be Colonel.

Brevet Major Humfrey, to be Lieutenant-colonel.

2d. Captain G. Lefebure, to be captain.

Lieutenant G. Paſley, to be Second-captain.

Lieutenant-colonel T. Nepean, to be colonel.

Brevet-Major R. D'Arcy, to be Lieutenant-colonel.

2d. Captain P. Hughes, to be captain.

1ſt. Lieutenant Goldfinch, to be Second-captain.

Brevet Major G. Bridges, to be Lieutenant-colonel.

2d. Captain H. Elphinſtone, to be captain.

1ſt. Lieutenant J. R. Arnold, to be Second-captain.

LEADERS IN FASHIONABLE CARRIAGES.

The late Sir Robert Mackworth, (whoſe race on the Turf was ſo very ſhort,) by the death of his father, Sir Herbert, became poſſeſſed of a clear eſtate of 20,000l. per annum. He ſucceeded the late Lord Barrymore in the daſh and ſpirit of the times, as a complete *whip*. Sir Robert was remarkable for always driving a phaeton and four blood horſes, not attending ſo much to their matching in colour as to the goodneſs of their paces, for he frequently ſported a white and a black for the leaders, and a bay and a grey for the wheel horſes. The outriders were uſually two bright cheſnuts. His villa at Richmond was the central point, to which he directed all his movements, conſequently he was as well known on that road as the ſtage-coaches. The firſt carriage he exhibited was a phaeton, built upon a principle altogether new, which was ſo much admired, that had not curricles then been the rage, the faſhion would have been univerſally adopted, not only by the Prince of Wales, who ſaw its utility, but even by that great critic in ſuch articles, the preſent Lord Cranley.

The form of this uniquely beautiful carriage, which coſt no leſs a ſum than 800 guineas, was not compoſed of a whole pannelled body, but only half a one, being ſo built to encreaſe its light and elegant appearance: it was painted a light tranſparent blue, the mouldings were picked out with dark blue, and ornamented very fully with ſilver mouldings; but the moſt ſtriking part of the equipage were the number of *lamps* uſed, no leſs than ſix; two were placed at the ends of the ſword caſe, two affixed to the middle of the door, and two at the points of the footboard. The centres of the ſaddles of horſes (for each had one in miniature) were likewiſe ornamented with lamps, namely, a ſmall glaſs lamp was placed in a groove upon an upright, which work[i]ng upon ſwivels, burnt oil with eaſe and facili[ty]. The glare of light diffuſed around by ſuc[h a n]umber of lamps, had an effect beyond deſc[ripti]on beautiful.

At the time this c[arriage was] built, namely, in the year 1795, th[e ...]ming the Order of the Garter, [...]led to take that liberty, [and] commenced, in conſequence of which many Noblemen and Gentlemen, from diſguſt, diſcontinued its uſe; among the latter was Sir Robert Mackworth: but as a ſubſtitute for the omiſſion, he very ingeniouſly introduced, in the centre of the Ulſter Arms, where a bloody hand forms the prominent feature the figure 4, and around the hand, "That's the tippy!" the explanation of which is, *Four in hand, that's the tippy*; a phraſe then in common uſe. Sir John Lade was in raptures when he heard of the device, which he would have adopted inſtantly, had not his friends cautioned him againſt being nick-named a plagiariſt. Sir Robert was ſo paſſionately fond of charioteering, that when he was at the Univerſity of Oxford, he frequently deſerted his ſtudies to drive the mail-coach to and from London, unknown to his father or friends. In travelling particularly to Bath, he always adopted the plan of blowing horns: each of his outriders, (and he never had leſs than two) being equipped with one. He was never known to be ſtopped on the highway, although he has travelled over Hounſlow Heath, and other dangerous places, at all hours of the night; with him he always carried a loaded blunderbuſs, on which was engraven the following ſuitable motto, "Happy is he who eſcapes from me."

To the PROPRIETORS *of* EAST INDIA STOCK.

Ladies and Gentlemen—Having found ourſelves unable to approve the arrangement propoſed by the Court of Directors, in reſpect of Prince of Wales's Iſland, we have the honor to ſubmit to you the motives that have induced us to demand that this important queſtion ſhall be finally decided by ballot.

1ſt. Becauſe the meaſure propoſed is of the higheſt political importance, claiming the deliberate conſideration of his Majeſty's Council of State; whereas it is introduced on the private letter of Lord Melville only, forwarded by Lord Caſtlereagh, who although [...] the Miniſter of the Indian Department, has not committed himſelf by any opinion on the ſubject. A private letter from Lord Melville is no authority to the Eaſt India Company; nor does it bind, even him, to any reſponſibility. The documents on which the opinion of Lord Melville is founded, conſiſt of Letters and Memorando preſented to him by his nephew, Mr. Philip Dundas, and Mr. Tate. They have been withheld from our peruſal, though it has not even been pretended that any miſchief could reſult from their being made public.

2dly, Becauſe in a commercial point of view the Iſland is of little importance, as appears by the evidence of Colonel Kyd, ſpecially deputed to ſurvey it, who concludes his report in theſe words:—"I do not heſitate to give my opinion, that the advantages, which it is repreſented the national trade derives from the poſſeſſion, are too illuſive and undecided to retain ſo expenſive a poſſeſſion. The exports and imports for one year have amounted to no more than 350,000l."

3dly, Becauſe this Iſland, valuable in the opinion of Colonel Kyd as a careening harbour, ſo long as the enemy's [fleet], by poſſeſſing Trincomallie, might be enabled to winter in the Bay of Bengal, has ceaſed to be an important ſtation for any purpoſes of war, ſince we are poſſeſſed of Trincomallie, and our enemies no longer retain any port, to which they can retire during the winter ſeaſon.

4thly, Becauſe the project of making Docks for his Majeſty's fleet ſeems impracticable, as appears by the teſtimony of Sir George Leith, the late Governor, whoſe words are:—"It is the decided opinion of many intelligent profeſſional men, that Docks could be conſtructed here capable of receiving any frigate; but they entertain a doubt of the practicability of making them large enough to admit line of battle ſhips." The tide, in ordinary ſpring-tides, riſes between eight and nine feet.

5thly, Becauſe any attempt to build ſhips of the line, on an Iſland deſtitute of Timber fitted for the purpoſe, and of mechanics of every deſcription, ſeems in the higheſt degree wild and extravagant; when it is proved by the detailed eſtimates of the Governor of Bombay, that 64 gun ſhips can be built there for the very moderate ſum of 38,000l. and when it is notorious that ſhip building is yet cheaper in Calcutta.

6thly, Becauſe the Court of Directors, by a Report publiſhed on the 23th March, 1802, have expreſſed a ſtrong diſapprobation of all attempts to eſtabliſh "Marine Arſenals, and collect ſtores, which in conſequence of a *coup de main*, may be turned againſt ourſelves."—And the arguments uſed on that occaſion apply with peculiar force to an Iſland, which, in the words of Colonel Kyd, "cannot be ſpeedily reinforced from the Company's other Settlements; and whoſe proviſions, for daily conſumption, being brought from the oppoſite ſhore, may be intercepted, whenever it is unprotected by a naval force.

7thly, Becauſe at a period when the Company's debts exceed 23 millions, and when financial embarraſſments preclude the regular payment of the duties of Cuſtoms, we cannot believe that an eſtabliſhment of [...]0,000l. per annum, independent of all contingences, can be neceſſary for the Civil Government of an Iſland, hav[ing] no political relations to maintain, and containing a ſuperfices no greater than 160 ſquare miles; of which 53 only, (in extent equal to one-4th part of the Iſle of Wight,) are fitted for cultivation.

8thly, Becauſe we conſider that by means of the preſent limited eſtabliſhment, all the advantages may be obtained, which the Iſland is capable of affording. The new eſtabliſhments are enormous; expenditure and contingency are ſyſtematically left unlimited, and may involve us in an expence of millions; and this at a time when the Board of Controul refuſed to conſent to the application of the Company to be put on the ſame footing with the other Chartered Companies, in being allowed to defray its Income Tax, amounting only to 35,000l. from the contingent fund.

For theſe reaſons, not one of which was attempted to be anſwered by the ſupporters of the meaſure, and many others, which we are precluded from offering to your conſideration by the early day which they have fixed for the Ballot. we earneſtly recommend to you to ſupport your beſt rights, by voting againſt the queſtion.

JOHN RANKEN	PETER M[...]
WILDIAM BLANE.	CHARLE[...]MAN
MICHAEL ROCH	[G]EO. JO[...]N
JAMES ROCK	[...]A[...]NG.

MADR[AS]—:PRINTE[D] BY [J]OH[N Y]OUNG, [...] Y.